The Chisholm Trail

A walking and cycling route from Cambridge Central Station to the planned Cambridge North Station, and a link between the Addenbrookes and the St Ives Busway cycling routes

PLANNING APPLICATION
Phase 1 – Design & Access Statement

Barnwell Lake from the end of the proposed path
The Chisholm Trail is a walking/cycling project to connect Cambridge Station to the new Cambridge North Station, and to link together the St.Ives busway cycle route with the route from the Station to Addenbrookes and Trumpington.

This document sets out the plans and details for the section from the River to Coldhams Lane which is scheduled to open before, or at the same time, as is the proposed Chesterton Bridge over the River Cam. Once this is in place ongoing routes either side of the mainline railway will be developed so that the public can walk and cycle to Cambridge station on a route of the highest quality.

The overall project is set out in Appendix 1 – “The Chisholm Trail: A walking and cycling route from Cambridge Central Station to Cambridge North Station and a link between Addenbrookes and the St.Ives Busway cycling routes”. Further technical appendices deal with the forecast demand and usage along the route; ecological, wildlife and woodland matters; flood flows and compensation works; the archaeology of the area, and a detailed note on the planned Newmarket Road underpass.

The section of the Chisholm Trail past Cambridge North Station is being put in place as an integral part of Network Rail's current development.

The Chesterton Bridge and approach ramps are being promoted by Cambridgeshire County Council as a separate project on account of its different funding. The bridge has to be complete and open to the public by March 2018 by which time this Stage 1 of the Chisholm Trail should be open to provide for the onward journeys of bridge users.

Phase 1 has a number of particularly interesting aspects, including:

- A link from Fen Road to the riverside towpath to provide a convenient route for local people. There will be no direct route from the Chesterton Bridge itself to Fen Road as Network Rail do not want to see the public short-circuiting the proposed route and using the level crossing rather than looping away under the bridge.

- The former Mildenhall railway makes for another very useful link towards Fen Ditton, the Wing development and the Park and Ride site. It also provides a works access to the Council's land off Ditton Walk, material for flood storage compensation, and will help to reduce casual public use on Ditton Meadows.

- The historic Leper Chapel, which hitherto has been somewhat isolated, will now become a centrepiece of this route. Once the Chisholm Trail is in place it is anticipated that the Chapel may extend its “Lawn” for the Stourbridge Fair events and seek to make the most of the Trail in a number of ways. Similarly, the public will now have the opportunity of viewing Barnwell Lake, an existing landscape feature which could come to be seen as a real point of interest along the route.

- As well as making a safe, convenient and attractive route for walkers and cyclists, this stage of the Chisholm Trail sets out to link Coldhams Common, Ditton Meadows and the riverside, into a single continuous green public space.

Overall the Chisholm Trail as proposed here sets out to be a memorable route, and one built to the highest standards for the benefit of local walkers and cyclists.
Map 1: Chisholm Trail and Cambridge North Station

1 Path from Chesterton Station and joining the guided busway route to St. Ives to be provided by the Station development.

2 Short link 3.5m wide to reach the public road - Moss Bank - to be constructed by the Chisholm Trail Project.

3 Trail users to follow Moss Bank, a residential cul-de-sac.

4 Shared use of a widened Fen Road footway to be detailed by Highways.

5 Link to the planned Chesterton Bridge, and its ramps all to be the subject of a separate planning application.

6 Standard Cambridge cattle grid and self closing gate to be positioned here. No maintenance vehicle access gate is necessary at this location.

7 From the riverside path to the foot of the bridge ramp the path to be 3.0m wide and fenced off as shown in the cross section.
1a: Section 10m south of bridge abutment, ramp path level 7.5m, ground level 4.3m

1 Path to be 3.5m wide, finished in asphalt with a central camber, with a gradient falling at 1:20.5. The verges are to be made up flush and sown with species-rich grassland.

2 Earthworks to be finished with 1:2 side slope and sown with wildflower and grass mix. The embankment to be made from available materials from compensation excavations where these are appropriate.

3 Course of the current ditch to be filled.

4 Main line railway embankment. New boundary fence to be erected 2 metres from the toe of the embankment.

5 New ditch to be dug to be 1m wide at a level of 3.0AOD; this will allow for a 0.5m depth of river water. The ditch to be planted with material as recommended by the ecologist.

6 The main link path to be set at a level of 4.6m AOD all through. This ties in with the existing riverside path at this point and will ensure that the path remains dry at almost all times. Note that a path level of 4.6m will mean that the path will mostly run on a low causeway about 150mm high but increasing to 500mm over a short length.

Note that this link to the riverside path is only 3m wide and is not fenced to the fields.

1b: Section 42m south of bridge, ramp path level 6.0m and ground level 4.3m

1 3.5m wide path on 5m wide embankment.

2 Side slope at 1:1.5 seeded with wild grasses and flower mix.

3 New railway fence 2m from toe of embankment.

4 Plant this side with mixed bushes.

5 New location of ditch dug out 1m wide at bottom.

6 Path continues 3m wide on low causeway at 4.6m level. Rake in level verges either side and sow with wild grass mix.

7 South of the livestock controls, fence path with stockproof fencing and 7 line sheep mesh.
Map 2: Ditton Meadows

1 The section of the Chisholm Trail which is the subject of this planning application runs from the existing riverside path to Coldham’s Lane.

2 Standard Cambridge cattle grid and self closing gate to be positioned here. No maintenance vehicle access gate is necessary.

3 This first part of the Trail is to be 3.0m wide and fenced off as shown in the cross section.

4 Foot of bridge ramp crosses the line of the ditch by a small box culvert.

5 The main Chisholm Trail is now to be 3.5m wide built all through to a level of 4.6m AOD to match the riverside path.

6 Railway boundary fence (green palisade or similar) to be positioned 2m up from the toe of the embankment. The existing fencing all to be removed.

7 The existing ditch to be cleared out and dug wider as far as the line of the current railway boundary. This will give space for quite extensive aquatic planting and ecology. This watery area will diminish in width as it narrows to the south.

8 Over this central section the surface of the path will be up to 500mm above ground level. The area to the east of the path to be managed as a wetland for ground nesting birds.

9 Here the path to take a gently curved course and to come no closer than 3m to the Coldham’s Brook edge.

10 This wider area is needed for access during the construction stage and it will be reduced in level by approximately 0.5m to 1.0m finished at 4.20m AOD to provide for a flood compensation area.

11 Extend the current footpath and provide gate in boundary fence for its continuation.
2a: Section 61m from bridge abutment
1 At this point near the bottom of the embankment the path has dropped to the 100 year flood level. From here it slews around to cross the ditch.
2 The link path to the riverside continues at a level of 4.60m.

2b: Section 130m from the bridge abutment
1 Around this point the path runs on a causeway 500mm high, as the route crosses the lowest and wettest section of the Meadows. At the lowest point incorporate a 200mm diameter cross drain in the causeway with a simple sluice so that the field to the east of the causeway can be maintained wet to suit ground nesting birds and their habitat.
2 Railway fence repositioned 2m from toe of embankment.
3 Excavate out existing ditch to provide an 8m wide wet area to propagate a variety of wetland species all along this boundary of the path. The excavation will provide flood storage volumes if required. Here and all through the project, species lists to be provided by ecologists.
4 New stockproof fence.
5 Geotextile to be used over soft ground.

2c: Section approaching 20m north of Mildenhall Line
This section shows the extreme eastern section of the Meadows. Here the ground rises and we need to use the opportunity to adjust the general ground level so as to provide flood storage compensation for the volume occupied by the approach ramps to the Chesterton Bridge. The proposed area is approximately 15m wide and extends from the drain beside the main line railway to the Mildenhall line where the ground is reduced by an average of 600mm to a level of 4.20. This width will also help contractors’ vehicles coming out from the railway sidings because the actual path alignment beside the Brook does not have a suitable alignment for them.

1 Coldham’s Brook.
2 Maintain a 2m wide bank.
3 The Chisholm Trail continues 3.5m wide at a level of 4.8m.
4 New stockproof fence.
5 Area to be reduced in level to 4.2m. This area is also to be temporally used for access during the construction period. Reinstall existing grassland.
6 Gently mould land back to existing levels and remaining Ditton Meadows left undisturbed.
Map 3: The Mildenhall Line

1. Coldham’s Brook.
2. Chisholm Trail continues at a level of 4.6m AOD.
3. The borrow area is to be restored to a level of 4.2m AOD.
4. Ramp up at 1:21 to reach the level of the path over the Coldham Culvert (5.8m) and the path along the railway to the east (4.6m).
5. Railway embankment to be removed as shown in the section to provide for flood storage. Plant densely against the Beadle Estate boundary.

6. Path returns to trackbed level past the Certas Energy Works. Retain the oil terminal pipework as a feature and plant densely against the boundary hedge to shield the industrial area from view.

6a. The now demolished Council site can be used as the works base for the Chisholm Trail project as it has ample space for storage of material and equipment.

7. Incorporate Trail in residents’ garden plans. Alternatively, fence off a strip of Meadow and take path around obstructions.

8. The last section of railway path through to join the existing paths to the east. Plant densely against the properties on the south side but maintain an open view across the Meadows. The boundary of the Meadows to be re-fenced with stockproof fencing over the whole length of this branch line. Lower embankment to ground level.

9. Existing paths on Ditton Meadows to Fen Ditton, the Park and Ride, and the future Wing development.

10. Cross the Brook via the existing railway bridge. Provide new parapet rails.

11. The Chisholm Trail south now runs along the field edge as shown in cross section 4a.

12. The Triangular Wood, which is currently mostly rank hawthorn on the former railway sidings, is to be stripped and cleared out and replanted with a mixture of deciduous woodland species as provided by ecologists. A central grassland glide to be sown with wildflower and grassland mixes and to be mown as a meadow.

13. Winding link path in compacted stone, 1m wide connecting through to the existing railway footbridge.

14. Bank for spoil at southern end of Triangular Wood where ground is above 1000 year flood level.

15. Grassy bank to form boundary of wood, a backdrop to the pasture, a repository for excavated material and a raised platform for the interesting plant species currently being overgrown at trackbed level.

16. Line of new boundary fence to divide the pastures connects to the existing security gate across the former railway. Plant 4 or 5 trees on the line of this fence to minimise any view of the Station House buildings from the Trail.
3a: Section behind Beadle Industrial Estate looking east

This length of double track railway is to be excavated to win material for the construction of the bridge approach ramps and to create Zone 2 flood storage volume.

1. Ditton Meadows.
2. Renew boundary fencing with standard stockproof fence.
3. Maintain existing hedging and bushes and plant specimen trees wherever there are gaps so as to gradually give more height to this boundary of Ditton Meadows.
4. Remove trackwork and excavate ballast and sub base material. Store on adjacent railway land (section 3d) or otherwise deal with any contaminated material on site. At either end slope gradually at gradient of 1:21 back to track level (or just below if further volume is required for Zone 3 compensation).
5. Construct link path 3m wide at bottom of excavation.
6. Plant bank and boundary solidly with mixed hedging. This will help to reinforce the existing security fence.
7. Existing conifers.
8. Existing industrial buildings

3b: View looking through towards Fen Ditton on Certas Railway Sidings

1. Certas hard standing leading towards depot area.
2. Existing lighting column to remain.
3. New security fence to match existing palisade fencing.
4. Oil pipelines to be cleaned out and remain as feature reflecting the use of the branchline (with explanation board showing a train unloading fuel).
5. Dense planting to screen plant and add to security.
6. Standard trees planted at intervals to further mask the industrial tanks and storage area.
7. Existing chain-link fencing to be removed and replaced with new livestock fencing.
8. Maintain and extend variety of planting with infill.
9. Remove existing palisade fence.
10. Remove rails.
11. Construct new asphalt path 3m wide with central camber and grass verges.
The Mildenhall Railway forms the boundary between the Triangular Wood and the Pasture. This slightly higher land provides a good place to build up a bank using the soils excavated from Ditton Meadows. This slope can be planted with wild grasses and wildflowers to make a memorable backdrop when viewed from the trail across the meadow. The railway surface which harbours some interesting plants will be relaid at a higher level to gain more sun and stand clear of the currently encroaching undergrowth.

1. **Pasture.**
2. **Renew the boundary fence with standard stock-proof fencing.**
3. **Remove the top surface of the railway and store for reuse as directed by the ecologist.**
4. **Build up the embankment with excavated materials from railway embankment behind Beadles (section 3a), placing railway materials on line of railway and cap sides with material from Ditton Meadows. Avoid the bank ending up straight but undulate it a little as the materials allow.**
5. **Sow south facing slope with wild grass and flower mix. Leave bushes (hawthorn) which are growing on the line of the boundary fence but remove blackberry and other scrub.**
6. **Spread out the top layer from the track ballast to recreate the same habitat at this higher level.**
7. **Plant the north side as an extension of the wood, as directed by ecologist. In some instances, this may comprise a continuation of the wild grass mixtures so the meadow rolls over the bank into the wood.**
8. **The Triangular Wood is to be replanted as natural woodland. In the first instance all the rank spindly hawthorn will be removed and uprooted, leaving all the ash, sycamore, birch and even walnut trees standing as an open woodland. Sow the cleared ground with shade loving grass and flower mix. Once this cleared woodland has settled in then plant natural woodland trees if gaps demand.**
9. **Outline of bank at southern end of triangular wood. The height and shape will depend upon the volume of spoil arising. The material will be tipped by dumper, but not over compacted and finished with 300mm of topsoil and grass turfs as these come out of the path preparation area.**
10. **Existing railway fence (chainlink) with dense vegetation either side to remain.**
1. Immediately to the south of the existing field fence, the path is to run at ground level for a distance of 10m so as to allow Coldham's Brook to flood into the field if necessary.

2. The path now enters the woodland strip and runs as close to the top of the roughly dredged bank as possible. There will need to be some adjustment of the exact position of the path so as to avoid retained trees. The path will be cut into the bank a little where possible so as to balance out the section past trees where the construction will be on “Treeguard” or similar no-dig arrangements.

2a. A second section to be kept low at existing levels so as to allow the Brook to flood into the adjacent field.

3. The boundary fence needs to combine security with aesthetics and is to be planted on the field side to hide the fence.

4. Possible new boundary fence to be placed across the lower pasture in order to provide for the new ‘lawn’ area. This fence to be reinforced with hedging and trees. Provide field access gate.

5. Possible extension of the Chapel Lawn for events.

6. The historic Leper Chapel. Possible link paths to connect the Chapel to the Chisholm Trail.

7. Extend the existing agricultural access ramp to ease the gradient to at least 1:15.

8. The Chisholm Trail to drop down into a shallow cutting to reach the proposed underpass. This section of the path to be screened from view from the Chapel by judicious planting.

9. The Newmarket Road underpass is to be 5m wide by 2.7m high. Its centreline is to be 10m to the east of the existing Chapel boundary and it is to be orientated parallel to the mainline railway to give the most extensive view of Barnwell Lake possible.

10. The path continues in a shallow defile to run out 600mm above normal lake level.

11. The path edge is to be 5m from the lakeside.

12. The path is to cross the Brook via a new bridge positioned 3m to the north of the existing weir controlling levels on the lake. Position a standard cattle grid and gate at the eastern end of the bridge.

13. Car park, existing access road from Newmarket Road and landscaping to be made good by project as part of restoration of area. Proposed cafe to be provided by others. This proposal, to create what could become a central focus for the Trail, is not part of this planning application for the Chisholm Trail, and is shown in outline only for information only.
Chisholm Trail • Map 4 - Cambridge, Past, Present & Future Pastures, the Leper Chapel and the Newmarket Road Underpass

4b: Path just south of boundary to northern grazed paddock

1. The planting on this side should be of just a sufficient height so as to shield the adjacent flats from view from the path, but not so high as to restrict their view over the pastures. Maintain the hedging 1.8m high.

2. Construct the path to 5.5m AOD existing ground level.

3. The ground on this side to slope gently from the path towards the Brook.

4. On this side the hedging is to prevent the public overlooking the area. Again it should be maintained 1.8m high.

5. The fencing the whole way around the southern pastures is to be weldmesh finished in green, on steel posts, planted with a hedge 1m wide to a standard post and 3 rail field fence to protect the hedging so that it grows up to hide the mesh fence.

4c: Typical section through woodland – overall width varies

1. Post and rail field fence

2. Dense thorn or similar planting

3. Weldmesh fence, finished in green, on steel posts

4. Dense planting into wood

5. Path to take an agreed line to pass around mature trees. Over these sections construct with no-dig cellular root protection

6. Maintain all the mature trees as far as possible. Trim and reduce dead limbs. Line of path to be determined by the best route past the trees

4d: Path past southern pasture where the woodland is replaced with dense hawthorn and other hedging

1. Post and rail field fence

2. Dense thorn or similar planting

3. Weldmesh fence, finished in green, on steel posts

4. Dense planting into wood

5. Existing dense vegetation to be maintained

6. Path to be located generally 3 or 4m from bank top. Ground to Brook to be covered by ivy or similar
Chisholm Trail • Map 4 - Cambridge, Past, Present & Future Pastures, the Leper Chapel and the Newmarket Road Underpass

1. Barnwell Fishing Lake.
2. Area of waste ground associated with the former brick pit.
3. Chisholm Trail to run in a shallow groove cut through the existing ground to give a direct view of the Lake and to drain dry at all times.
4. Newmarket Road is a busy bus route.
5. Path emerges from underpass at a level approximately 1.2 metres below field level.
6. The “Stourbridge Fair” lawn can be extended down towards the Chisholm Trail and the brook.

**Cross section through the proposed subway showing the level of the Newmarket Road at its most critical point**

- Floor of subway 0.9m above normal water level in Lake (4.5m on survey plans). This will allow the path to drain clear in all but the most abnormal situations.
- Precast concrete subway 2.7m high, floor to ceiling, with bulkhead lighting and mosaic or other artwork along walls.
- Soffit to be a minimum of 0.9m below the current road surface to allow for the subway structure and the road surfacing itself. The most critical point is the northeast channel level 13m to the east of the Chapel fence line as marked by a timber post in the iron railings.

**Long section through Barnwell Lake, Newmarket Road Subway, and the ‘Stourbridge Fair’ Lawn, looking towards the Leper Chapel**

a) Channel level on the Newmarket Road. It is anticipated that the services can be relocated to run under the footway which is approximately 3m wide at this point.
b) Precast concrete subway, 5m wide and 2.7m high inside. The subway is orientated so as to obtain a clear view down the length of the lake and is set at a slight fall of 1:250 which will have to be supplemented by drainage to be kept dry.
c) This wing wall to curve around so as to give maximum visibility on the approach to the subway. Any artwork mosaic or similar on the walls of the subway could be extended around this wall or it could be finished in local stone to match Chapel.
d) Approximate level of existing field.
e) Path to emerge from the portal of the subway at about 1.2m below field level. The surface can then climb at 1:20, a gradient suitable for wheelchair users, as well as being convenient for cyclists of every ability.
f) Gently sloping bank to include hedge planting over its section nearest the underpass so as to hide the view of this from the Chapel.
g) Existing field to be levelled and grassed as a “Lawn” suitable for visitors to the Chapel and for the occasional events.
h) The existing steep ramp of the overgrown field access needs to be reconstructed with a 1:21 gradient so that it can also be used by the public as an access from Newmarket Road.
i) The main Chisholm Trail will eventually reach field level as it climbs away from the subway and then on reaching the field access earthworks will need to veer away to the north still climbing at 1:21 till it joins with the descending field access.

**Cross section through the end of the underpass looking toward the Brook**

- Gently sloping bank to include hedge planting over its section nearest the underpass so as to hide the view of this from the Chapel.

**View across the Chisholm Trail looking towards the field access ramp from the Newmarket Road**

- The Chisholm Trail is at its maximum height about 0.5m above the field to join the field access ramp.
- The field access ramp will be about 35m in length overall.
- The toe of the embankment should be set about 3-4m from the top of the bank of the Brook.
Map 5: Barnwell Lake and Coldham’s Common

1 The Chisholm Trail will open up an excellent view of Barnwell Lake and the grassy area here will be a popular stopping off point.

1a Landscaping, car parking, tree planting and link from Chisholm Trail to Newmarket Road to be provided as part of restoration of works area. Possible cafe scheme with support services for the Chisholm Trail; see page 19, shown for information only.

2 Bridge over Coldham’s Brook.

3 3.5m wide across the Common to join up with the existing path. Standard grid and gate to be arranged at end of bridge.

4 This section of path is to be widened to 2.5m.

5 Widen the existing path to 3.5m towards the west.

Lighting Provision

The scale of lighting proposed along the Chisholm Trail is very modest. Across Coldham’s Common there are some existing very sparsely spaced lighting columns. The railway subway will be well lit, but at a subdued level so as not to blind people emerging into the darkness either side. Similarly the planned Newmarket Road underpass will be lit. The remainder of the Trail north to the River Cam will be unlit except for solar road studs as used elsewhere in the area. Through all the wooded sections these will be hard wired so as to ensure that they can function even when deep under tree canopies.
Map 6: Coldham’s Common

1. Widen the path to the east side here to give an improved approach to the bridge.
2. Demolish existing culvert, the facings of which have collapsed, and replace with new bridge 4m wide. This should span to the bank top to allow for free movement of voles and other wildlife along the banks of Coldham’s Brook.
3. Widen path to this side to enhance approach to bridge.
4. Widen the path throughout, to a finished width of 3.5m.
5. Slew path so as to line the public up with the barrel of the railway subway.
6. Rearrange junction of path from Abbey Pool Centre to improve ease of use.
7. New livestock controls.

6a: Section through path across Coldham’s Common

1. Existing asphalt path generally about 2m wide set on a slight raised bank.
2. Planned widening to create a 3.5m wide path. At the same time resurface the original path so that it looks uniform.

View of existing double grid to Coldham’s Lane

View of standard Cambridge cattle grid as used throughout the Backs

Example of new bridge on the Whittlesford to Sawston cycle route
Map 7: Newmarket Road to Coldham’s Lane

1. Line up approach path with the barrel of the underpass and provide new double cattle grids and gate.

2. Slightly lower path through underpass by 100mm in the centre and 300mm at either end. Regrade the ramps either side to achieve 1:21 gradient.

3. Position new double cattle grid and gate at end of 1:21 gradient from the bridge.

4. Widen the path to 3.5m.

5. Remove material from this wide section of tarmac to leave 3.5m of path.

6. Existing cattle grids and gates. Note that this point is the end of this phase of the planning application. A subsequent application will continue the route southward to the main railway station as set out in the Chisholm Trail document.

Notes on the extension over the railway, for information only

1. The junction and crossing of Coldham’s Lane is not easy or convenient at present. Once the Ridgeons development is in hand it may be possible to simplify the arrangements at this junction so as to create a single phased crossing for pedestrians and cyclists. The addition of a small fragment of land at the back of the Nuffield car park would help to provide the space needed to avoid crowding at this crossing point.

2. Existing cycling bridge over the railway climbs rather high but otherwise is of a good standard.

3. The existing cycling routes do not link up across this section and a further phase of the Chisholm Trail would aim to deliver this link so as to create a continuous route suitable for all.
The first section of the Trail alongside the railway on the edge of Ditton Meadows will not be visible to anyone walking on the existing paths from Fen Ditton. The new fence will be some 5m further away from the existing fence which it will replace, but this will not be possible to detect across the expanse of the Meadows. The one change though, will be the presence of people walking or cycling at the foot of the railway embankment in the distance.

The second section through the woodland strip alongside Coldham’s Brook will be hidden from any present public view, as will the link on the Mildenhall Railway which will be planted and hedged on the Meadows side. The largest intervention, the Newmarket Road underpass, will only be visible to path users.

And on Coldhams Common, apart from the limited short link from Barnwell Lake, the route follows the existing path whose widening will again be invisible except to path users.

From a distance the largest change will be the increased numbers of users who of course will be visible.

Overall the effect on the landscape of the Meadows and the Common on account of the Chisholm Tail will be scarcely discernable, save only in the increase of numbers of the public walking or cycling across these spaces. For each individual of course, their journey will be demonstrably enhanced by the pleasure of looking out over these green spaces and enjoying a part of their journey free of traffic conflict and noise.
The proposed Chisholm Trail will make a very slight impact upon its environment and landscape. Construction will be confined to the broad alignment of the path and the nearby spoil banks.

The main works base for the construction of the northern part of this project will be the County Council’s Ditton Walk site, now an open area following demolition (Point C on the plan), where the colour coding indicates the sections of path to be constructed from each works and construction site base.

The second concentrated construction site will be the area of former brickworks land at the end of Barnwell Lake from where the Newmarket Road underpass will be built (point D). There will be small subsidiary works areas off Coldham’s Lane (point E) to undertake the widening to the railway underpass. This base is likely to be very small. The last works area will be adjacent to the river to construct the southern bridge abutment, the jetty and the southern approach ramp at site B. Although these bridge works are not part of the current Chisholm Trail planning application access to them is via the route of the trail. (This works area, and the whole of the works access route will be contained within the final fenced area for the path). This permanent fence will be installed at the start of the work so as to keep the works area stock-proof. Note that the main Chesterton Bridge construction site will be north of the river at point A all of which is not part of the current Chisholm Trail planning application.
Chisholm Trail • Visual Design Statement

The design of public spaces, details along the route of the Chisholm Trail, views, the travelling landscape, boundaries, seating and signing

View on Coldhams Common

The Chisholm Trail will become a significant part of the public realm in Cambridge for the many local people who come to use it. As well as designing a useful route which functions effectively for a multiple of everyday journeys, The Chisholm Trail should rise to the challenge of creating such an attractive space that it comes to be a valued place in the City. The views along the Trail, the planting, the vistas, the details of its balustrades and seats and even the signing can all be noteworthy details. This will be particularly challenging the further south we go towards Cambridge Central Station where space is more limited.

This first phase of the Trail will have a number of memorable features, including the new Chesterton Bridge, the Leper Chapel (which up to now is largely hidden away below the main Newmarket Road), the planned underpass there which will form the gateway to the glittering expanse of Barnwell Lake (again a local feature which is almost completely hidden from public view) and the proposed cafe stop which we anticipate will become the focus of many local walks and cycle trips. In addition the Trail will bring about the great prize of connecting Coldham’s Common to Ditton Meadows and the River Cam in a continuous green thread of countryside – an experience which will be a complete surprise to many local people who currently have to thread their way along trafficked roads.

Leper Chapel

Tiled underpass

Barnwell Lake

Cambridge has an enviable collection of public art and sculpture which the public can follow via three Trails, South Cambridge, the City Centre and West Cambridge. Over time the Chisholm Trail could become a fourth, stretching from Addenbrookes in the south to the Science Park beyond Chesterton Station. Developments along the route could be encouraged to commission work which would be linked together by the thread of the Trail.

Seating will be designed to a common theme all along the route. It should be carefully placed to give the best views along the path so as to provide informal surveillance of the route to add to the public’s security. Where appropriate these seats could be set on earthworks as lookouts, or commanding a view from the end of Chesterton Bridge.

Whilst signing should comply with City wide standards for coherence, we anticipate that information boards and local signing could all be designed to enhance the identity and value of the Chisholm Trail

Overall the work along the Trail should aim to:

• Deliver a strong sense of identity and belonging, achieving a real pride of place through a better quality of environment;
• Reflect the distinctive character of the local landscape or make historical references;
• Create an enhanced environment for travellers, accessible only by non-motorised transport.

The design and arts input will contribute to:

• Enhancing the interest of the Trail;
• Combining resources for arts and the environment;
• Contributing towards high quality vibrant public spaces;
• Creating a sense of place.

Right and below: Double helix end post, 10,000 mile markings on the route to Great Shelford, Standard Cambridge iron posts, Two designs of seats
The Chisholm Trail will run in the flood plain as it crosses Ditton Meadows. A complete assessment of its effect and the necessary compensation is set out in a detailed appendix.

The Trail and approach ramps to the Chesterton Bridge (area A) will occupy a small volume of the Zone 3 and Zone 2 Flood Plain. This is compensated by excavating and lowering the level of the ground in areas B, C and D. These have been selected so as to provide the correct values level by level and volume by volume thereby ensuring that the Chisholm Trail has no adverse effects on flooding.

We anticipate that some of the material excavated from these areas will be suitable for constructing the bridge ramp, and the causeway over low sections of the Meadows. Rather than truck any surplus then remaining away from the site, as far as possible these materials will be used to create a low bank along the boundary of the Triangular Wood on the bed of the former Railway and a southern mound, both of which lie above the flood plain (E). The bank will become the boundary of the replanted wood.

South of the Mildenhall Railway the Chisholm Trail runs very close to the top of the flood plain. Any compensation which might be required will be neutralised by carefully setting the path at the appropriate levels and by ensuring that any excavated materials are landscaped to levels above the floodplain.

Throughout almost its whole length the Trail and its hard surface will have no effect on run off or drainage. The path runs level and will be constructed with a central camber throughout so that rainwater will in effect soak away at the point it falls, just as it does at present.